**"Gyroskopiya i Navigatsiya" №1, 2006**

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**Brief note**

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| **G.V.Antsev, V.L.Andreev, A.D.Barabanov, R.V.Ivanov, V.A.Sarychev, V.A.Tupikov, L.S.Turnetsky** | **Control and Navigation of Helicopters with Remote Control** | **85** |
| The direction of development and utilization of monitoring the surface of the Earth by the UAVS of different types is shown in the report. The analysis of possible useful loading on board has been produced. The least developed direction of building UAVS complexes has been separated. The building conception of typical complexes with miniature distant-operated helicopters, accepted in JSC "RADAR mms". As the main variant is taken the aerodynamical scheme with one main rotor and one control (steering) rotor at the back. It is peculiar because of servoblades, disposed orthogonal to the blades of the main rotor. The structure and the ways of building of board and land systems with serial elements. The principals of management the distant-operated helicopter: hand control in visual regime and with the help of the real time television image of the exterior situation, taken from the board of the helicopter. This helps to make decisions on the main stages of the flight, which enlarges the possibilities of UAVS and provides the decisions to some problems, which were earlier solved only by the piloted ones. The results of the realization of the complexes with UAVS of different weight of 6, 8, 12, 20 and 50 kg, which were demonstrated on MAKS-2005 were shown. | |  |

**Pages of history**

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| **B.Schell** | **100 Years of Anschutz & Co Gyro Compasses - 100 Years of Innovations in Nautical Technology** | **95** |
| The story of this navigation instrument - the gyro compass - began with a fantastic idea which became the basis for the origin of the company Anschutz & Co. in Kiel. The art historian Dr. Hermann Anschiitz-Kampfe astounded the professional circles at that time with the first thought of developing a navigation system for determining the direction of geographic north. The benefits to navigation at sea quickly convinced even sceptics in the navy and later scientists. A new era began. Prof. Dr. Ing. Max Schuler and Prof. Dr. Albert Einstein continued their scientific work to help develop this navigation instrument further and their ideas have had a lasting influence on today's gyro compasses. Gyro technology has developed far beyond its original application range, the navigation at sea and is even today considered a supreme discipline in mechanics. Even after a period of 100 years, the triumphal success of the gyro compass is still striking, as is proven by the latest systems from Raytheon Marine GmbH, formerly Anschutz & Co. The referee will present not only the interesting historical development of the gyro compass, but also the many technology steps of this sensor to this date. He will demonstrate that the gyro compass is still a sensor with an outstanding performance, even in our digital world. | |  |

**Information**

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